specilised course on any particular science subject which is not offered by our universities in India.

DR. MURLI MANOHAR JOSHI: There is no such proposal before the Government. If there is any such course which is not available in this country and which is available outside, the Government will try to introduce that course in the country itself.

Srinagar rail project

*185. SHRIMATI AMBIKA SONI:†
DR. ABRAR AHMED:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the prestigious Srinagar rail project is progressing as per schedule;

(b) if so, its status as on date; and

(c) by when the first train is expected to reach Kashmir?

THE MINISTER OF RAILWAYS (SHRI NITISH KUMAR): (a) to (c) A Statement is laid on the Table of the Sabha.

Statement

(a) and (b) There are two new rail line projects in progress in Jammu & Kashmir for providing rail connection from Jammu to Baramulla via Katra, Qazigund, Srinagar. The status of the two projects is as under:

(i) JAMMU-UDHAMPUR (53.6 KM)-Jammu to Bajalta (11 km) has already been completed. In the remaining section, earthwork and tunneling has been completed. Bridge work, track linking and other works are in progress. The project is targeted for completion by March 2004.

(ii) UDHAMPUR-SRINAGAR-BARAMULLA (287 km)-This project is under progress in three phases as under:

†The question was actually asked on the floor of the House by Shrimati Ambika Soni.

(ii)(a) Udhampur-Katra (25 km)-Earthwork, tunnels and bridge works are in various stages of progress. The section is targeted for completion by March 2005.

(ii)(b) Katra-Quzigund (142 km)-The work has been entrusted to M/s Konkan Railway Corporation Limited and M/s Indian Railway Construction Company. The aerial survey has been completed for the alignment by National Remote Sensing Agency and now pegging of the alignment is in progress. The work of one tunnel and construction of approach roads in 10 km length from Qazigund end has been taken up. This section is targeted for completion by 15.08.2007.

(ii)(c) Qazigund-Baramulla (120 km)-Land acquisition, earthwork and bridge works are in various stages of progress. The section is targeted for completion in the year 2005.

(c) There is a plan to run train services in the Valley portion between Qazigund-Baramulla till such time Katra-Quazigund is also completed. The train in the valley is expected to start during 2005-06. However, through connection of Kashmir valley with the national network would be available after completion of Katra-Quazigund which is targeted buy 15.8.2007.

SHRIMATI AMBIKA SONI: Sir, I have read the reply of the hon. Minister on this rail project connecting Jammu to Baramulla. The Minister in his reply has said that there are two different rail projects underway. If a am not wrong, there is only one rail project which is from Jammu to Baramulla via Katra, Qazigund, Srinagar. The Minister has given the details about Jammu-Udhampur project which is targeted to be completed by March, 2004. He has also mentioned about Udhampur-Srinagar-Baramulla project to be completed by March, 2005. There seems to be a bottleneck here. What is the Government doing to expedite the work at Katra-Qazigund section? It is a long track of 142 kilometres. According to the details avaiable with me, 76 kilometres of land has been acquired for laying the railway track. For rest of the area, aerial survey is going on and alignment work is also in progress which is being done by the National Remote Sensing Agency. Sir, this is a major portion of this railway project. They have also announced

that a Railway Station would be built in Srinagar. But that does not connect Baramulla to Jammu. What steps is the Government taking to expedite the project from Katra to Qazigund? That is where the bottleneck lies.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): Sir, the hon. Minister has rightly talked about the difficulties in the Katra-Qazigund section, which is 142 kilometres long. This section is targeted for completion by 15th August, 2007. There is a very important bridge across the river Chenab. Its height would be 390 metres and length would be 1.3 kilometres. It has the longest tunnel of 11.43 kilometres length. It has to pas through a very difficult area, i.e. Pirpanjal range to enter into the Valley. As the hon. Member talked about land alignment and land survey, as per the latest report, the final location survey on the 25-30 kilometres of land has been completed. The land intended is full of tunnels. Secondly, this is the toughest area. The IRCON, the Konkan Railway Corporation Ltd. and the Indian Railway Construction Company, these three organisations are working extremely well. Recently, Shri Nitish Kumarji also went there and surveyed the entire route by helicopter as well as by car. The Parliamentary Standing Committee also visited that area. I also went there and inspected that area. There is no difficulty as such. The hon. Prime Minister has announced the schedule for running a train in the Kashmir Valley by 15 August 2007. This commitment will be kept. So far as funds are concerned, this year, we have sanctioned Rs. 500 crores for this project. Availability of funds and technology and the competence of all these organisations are fully taken care of.

SHRIMATI AMBIKA SONI: Just announcing dates for inauguration of a railway service or visits by Members of Parliament and Ministers concerned, do not satisfy the actual work to be done. This is not only a target, which has to be achieved in the normal course of functioning of the Railway Ministry, but also an important link from Jammu to Baramulla *via* Katra. It has much greater significance than any other railway line project. Now, as per my understanding, there is a problem, there is a bottleneck, in getting land in this sensitive area between Katra and Qazigund. I want to

know, especially between Qazigund and Baramulla, whether there are any difficulties. If there are any difficulties, have you approached the State Government for facilitating it or do you not find that necessary?

श्री नीतीश कुमार: सर, कश्मीर की समस्या वैली पोरशन में रही थी, काज़ीगुंड से लेकर बारामूला के सैक्शन में और इसके लिए रेलवे ने बराबर स्टेट गवर्नमेंट से सम्पर्क किया और अब काफी प्रगति है। अब थोड़ी सी जमीन एक्वायर होने के लिए बची है। इस बीच में इस समस्या पर मुख्य मंत्री जी से चर्चा हुई और यह निर्णय हुआ कि प्राइवेट नेगोसिएशन के जरिए भी जमीन ली जाएगी और रेलवे की तरफ से राज्य सरकार प्राइवेट नेगोसिएट करके जमीन ले रही है और काफी हद तक जमीन मिल चुकी है। इसलिए उसमें कोई समस्या नहीं है। आपने कहा कि एक ही प्रोजेक्ट है, यह एक प्रोजेक्ट नहीं, अलग-अलग स्वीकृति हुई है। जम्मू से उधमपुर की लाइन जैसा कि हमने बताया है 2003-2004 में कम्प्लीट हो जाएगी। उधमपुर से लेकर बारामूला तक तीन फेज़ हैं। उधमपुर से कटरा तक हमने बता दिया है आपको, कटरा से काज़ीगुंड बहुत डिफिकल्ट टेरेन है, उसके लिए सारी तैयारी की जा चुकी है ओर फुट-बाई-फुट सर्वे भी शुरू हो गया है। सिक्युरिटी का प्राब्लम था, स्टेट गवर्नमेंट ने सिक्युरिटी प्रोवाइट की है, अब फुट-बाई-फुट सर्वे भी प्रारम्भ हो गया है। उसके एक पोरशन में टनॅल का काम भी शुरू हो गया है। यह सारी कार्रवाई चल रही है और बहुत डिफिकल्ट प्रोजेक्ट है। शायद वह इंजीनियरिंग मारवल होगा जब वह प्रोजेक्ट बनकर तैयार होगा, हम दुनिया को दिखा सकेंगे, जब इतनी अच्छी चीज बनकर सामने आएगी। जहां तक वैली पोरशन है उसमें तेजी से काम हो रहा है, कुछ पोरशन लैंड का बचा हुआ है, उसके लिए भी राज्य सरकार लगी हुई है, वह जमीन मिल जाएगी। जिन लोगों की जमीन ली गई है उनको पैसा देने के लिए, कम्पनसैशन के डिसबर्समेंट के लिए दो जगह पब्लिक मीटिंग चीफ मिनिस्टर के कहने से ऑरगेनाइज़ की गई और वह पैसा बांटा गया। उसका बहुत अच्छा असर पड़ा और खासकर के एक्विज़ीशन रूट और प्राइवेट नेगोसिएशन रूट, इन दोनों में प्राइवेट नेगोसिएशन के लिए रेलवे तैयार हो गई, उसके कारण काफी तेजी से काम चला।

डा॰ अबरार अहमद: सभापति महोदय, यह रेल परियोजना देश के लिए बहुत ही महत्वपूर्ण परियोजना है। मैं आपके माध्यम से माननीय रेल मंत्री जी से यह जानना चाहता हूं कि जम्मू कश्मीर की भौगोलिक परिस्थिति को देखते हुए, वहां आतंकवाद की घटनाओं को देखते हुए वहां रेल-पटरी बिछाने की जो भी टैक्नीक अपनाई जा रही है, उसमें क्या कोई ऐसी देशी या विदेशी टैक्नीक को अपनाया जा रहा है, जिससे कि उसकी सुरक्षा

बढ़ सके, उसको हम सुरक्षित रख सकें? कैसे आप यह सुनिश्चित करेंगे कि वह रेल-पटरी बिछने के बाद सुरक्षित रहे, इस बारे में भी माननीय मंत्री जी ने कोई विचार किया है या कोई तकनीक अपनाई है?

श्री नीतीश कुमार: सभापति महोदय, इलाका कठिन है, इसका सबको एहसास है। जो काम करने वाले लोग उस पर काम कर रहे हैं उनको बधाई मिलनी चाहिए, उनको हर प्रकार का समर्थन मिलना चाहिए कि इतनी कठिन परिस्थितियों में वे काम कर रहे हैं और परिस्थिति से जूझ रहे हैं। ट्रैक बन जाने के बाद उसकी सुरक्षा के लिए अंतर्राष्ट्रीय स्तर पर उपलब्ध जो भी इस तरह के इंतजामात संभव होंगे, वे भी लगाने की कोशिश की जाएगी।

*186. [*The questioners (Prof. Alka Balram Kshatriya and Bachani Lekhraj) were absent for answer vide page* 38 *infra.*]

Central Assistance for Orissa

*187. MS. PRAMILA BOHIDAR:†
SHRI B.J. PANDA:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether it is a fact that rivers and drainage system in Orissa are afflicted with pollution;

(b) Whether it is also a fact that for taking up integrated drainage, sewage and solid waste management programmes, the State has sent a proposal for Central assistance; and

(c) if so, the status of the request made by the State?

THE MINISTER OF ENVIRONMENT AND FORESTS (SHRI T.R. BAALU): (a) to (c) A statement is laid on the Table of the House.

Statement

(a) to (c) Based on the pollution load analysis, projects relating to Orissa in four towns names, Cuttack, Dharamshala, Chandbali and Talchar on the rivers Mahanadi and Brahmani and the coastal

†The question was actually asked on the floor of the House by Ms. Pramila Bohidar.